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FAA PURSUING NTSB RECOMMENDATIONS ON BUSINESS JET TRAINING

Federal Aviation Administration will convene a special panel to consider a series of recommendations from the National Transportation Safety Board regarding improved training for operators of general aviation turbojet aircraft. The NTSB recommendations, issued earlier this year, resulted from the board's investigation of the fatal crash of a Learjet 24 on Oct. 1, 1981 near Felt, Okla. *(BA, Sept. 27/98).*

In a letter to NTSB Chairman Jim Burnett *(reprinted on the back of Page 186),* FAA said it will convene "a special flight standardization board (FSB) . . . staffed to include turbojet qualified specialists from both General Aviation and Air Transportation Divisions of the FAA's Office of Flight Operations. This board will, among other things, review the adequacy of current training and type certification requirements for general aviation multi-engine turbojet airplanes. The specific areas of review will include aerodynamic, meteorological, and physiological aspects of high-performance, high-altitude flight."

Other areas to be reviewed by the board will include "hazards associated with operations near the low- or high-speed buffet boundaries, the effects of maneuvering load factors, the potential for loss of control at critical altitudes, power-plant characteristics, the potential effects of turbulence encounters and the recommended recovery procedures."

Those areas, which were addressed in three of NTSB's seven recommendations on the Oklahoma accident, will be addressed in Phase I of the FSB review. Phase I is scheduled for completion by the end of June. Phase II, which will consider NTSB's remaining recommendations, is to be completed by the end of 1983.

The FSB review will include all GA turbojet aircraft, not just Learjets. One FAA official told *BA* the agency is satisfied with the airworthiness of turbojet aircraft, including Learjets, but does have some concerns about the way they are operated. He noted that some Learjet accidents NTSB has investigated in recent years revealed that pilots purposely deactivated overspeed warning systems and were probably exceeding the aircraft's approved flight envelope when the accidents happened.

CONFERENCE PANEL RETAINS RESTRICTIONS ON HELMS' USE OF AIRCRAFT

House and Senate are likely to vote this week on the fiscal 1983 Department of Transportation appropriations bill, which includes an amendment limiting the use of FAA aircraft by Administrator J. Lynn Helms. The amendment was introduced by Sen. Alfonse D'Amato (R-N.Y.) who charged earlier that Helms was wasting the taxpayers money by using FAA aircraft for flights that could have been made at less expense on commercial carriers *(BA, Dec. 6/177).* When the D'Amato amendment was approved by the Senate earlier this month, many observers expected that it would be deleted during the House-Senate conference. However, the conference committee met last Thursday and approved the amendment after adopting some modifications to the language.

The amendment basically prohibits the FAA Administrator from using FAA aircraft to travel to any destination served by regularly scheduled carriers, unless the scheduled flight would not arrive within six hours of the desired arrival time. The prohibition would not apply when the flight is essentially for the pur-

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	1	18	3
BE-A24R	Sierra	2	14	2
BE-F33A	Bonanza	2	23	4
BE-V35B	Bonanza	0	12	0
BE-A36	Bonanza	3	62	6
BE-A36TC	Bonanza	1	54	4
BE-77	Skipper	0	9	0
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	3	5	3
BE-58	Baron	3	31	6
BE-58P	Baron	3	25	7
BE-58TC	Baron	0	4	0
BE-B60	Duke	0	4	0
BE-76	Duchess	0	15	0
BE-C90	King Air	3	34	5
BE-F90	King Air	0	23	1
BE-C99	Commuter	0	19	1
BE-B100	King Air	0	7	1
BE-200	Super King Air	6	87	6
BE-200	Super King Air C	0	12	4
BE-200T	King Air	0	8	0
TOTAL		27	479	53
Manufacturers net billing - $14,895,639				
BRITISH AEROSPACE $				
• Multi-Engine				
HS-125-700	Model A	1	18	2
HS-125-700	Model B	1	7	2
TOTAL		2	25	4
(Exports: 1 Model B to Kuwait)				
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	3	1
BN-2T	Islander	1	2	1
Mark III	Trislander	0	4	0
TOTAL		1	14	2
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		16	230	24
CE-A152	Aerobat	0	16	2
CE-172RG	Cutlass	5	103	14
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	16	309	27
CE-180	Skywagon	0	1	0
CE-182	Skylane	6	146	19
CE-122	Turbo Skylane	0	37	1
CE-182RG	Skylane RG	2	62	4
CE-182RG	Turbo Skylane RG	1	22	4
CE-185	Skywagon	2	61	4
CE-188	AgHusky	3	35	3
CE-188	AgTruck	3	31	4
CE-U206	Stationair 6	2	106	8
CE-TU206	Turbo Stationair 6	4	75	13
CE-208	Stationair 8	1	22	2
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	3	59	4
CE-T210	Turbo Centurion	2	101	7
CE-P210	Pressurized Centurion	1	40	3
• Multi-Engine				
CE-303	Crusader	3	122	9
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		2	26	4
CE-402		1	24	1
CE-404	Titan	0	22	0
CE-414	Chancellor	1	25	2
CE-421	Golden Eagle	2	19	3
CE-425	Conquest I	4	32	7
CE-441	Conquest II	2	36	4
CE-500	Citation I	5	23	5
CE-550	Citation II	7	85	10
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	47	6
CE-F152	Aerobat	1	5	1
CE-F172	Skyhawk	0	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		95	2,005	202
Manufacturers net billing - $36,230,448				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	9	1
AD-My.20	Falcon	0	6	0
AD-My.50	Falcon	6	44	13
TOTAL		7	59	14
EMBRAER				
• Single-Engine				
EMB-200		0	20	3
EMB-201	Ipanema	0	6	0
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	1	10	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	12	0
• Multi-Engine				
EMB-110		2	32	5
EMB-121	Xingu	1	9	2
EMB-810	Seneca II	9	36	9
EMB-820	Chieftain	0	1	0
TOTAL		13	168	20
ENSTROM				
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro III		2	18	2
Merlin III-C		0	4	0
Merlin IV-C		3	14	4
TOTAL		5	36	6
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	0
LR-35A		2	34	4
LR-55		6	46	9
TOTAL		8	84	13
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	30	8
AE-900	Commander 900	1	11	2
AE-840	Turbo Commander	0	7	0
AE-980		0	1	0
AE-1000		4	27	6
TOTAL		9	82	17
(Exports: 1 1000 to Colombia; 2 1000 to South Africa; 1 G-III to Algeria)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	20	5
TOTAL		3	20	5
Manufacturers net billing - $289,600				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	2	2
M-5-200		1	1	1
M-5-235C	Lunar Rocket	1	5	1
M-6-235		3	31	5
TOTAL		6	39	9
Manufacturers net billing - $261,269				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	0
Marquise		2	10	2
Diamond		3	13	4
TOTAL		5	27	6

$ British Aerospace calendar and fiscal year figures include one Model A and one Model B delivered during October which were omitted from the October chart.

		Nov. 82	Cal. Year	Fisc.† Year
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	10	89	14
M-20K	231	7	79	17
TOTAL		17	168	31
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	10	53	32
PA-28-161	Warrior	9	103	17
PA-28-181	Archer II	9	103	17
PA-28RT-201	Arrow IV	2	16	3
PA-28RT-201T	Arrow IV	8	72	13
PA-28-236	Dakota	5	29	6
PA-32-301	Saratoga	5	33	7
PA-32-301T	Turbo Saratoga	0	20	0
PA-32R-301	Saratoga SP	2	30	4
PA-32R-301T	Turbo Saratoga SP	4	39	5
PA-36-375	Pawnee Brave	8	23	15
PA-38-112	Tomahawk	0	69	2
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	10	2
PA-31-325	Navajo C/R	1	18	1
PA-31-350	Chieftain	2	50	5
PA-31T-501T	Cheyenne I	1	11	3
PA-31T-620	Cheyenne II	0	7	0
PA-31T2-620	Cheyenne II XL	1	21	2
PA-42-720	Cheyenne III	3	17	5
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	7	151	17
PA-44-180	Seminole	0	3	0
PA-44-180T	Seminole	0	11	1
PA-600A	Aerostar	0	1	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	1	34	3
PA-T1020		1	6	1
PA-T1040		3	9	4
TOTAL		83	941	165
Manufacturers net billing - $14,735,200				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	2	0
TOTAL		0	2	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	11	0
SD-3-60		1	1	1
TOTAL		1	13	1
SINGLE-ENGINE		166	2,693	347
MULTI-ENGINE		116	1,487	201
GRAND-TOTAL		282	4,180	548

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	November			Cal. Year to Date			Fisc. Year to Date †		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	27	85	96	479	1,126	1,291	53	162	228
Bellanca	-	-	0	-	-	102	-	-	5
British Aerospace	2	2	2	25	29	34	4	5	7
Britten-Norman	1	3	4	14	31	33	2	6	8
Cessna	95	346	502	2,005	4,347	5,972	202	593	1,144
Dassault	7	5	6	59	76	52	14	11	11
Embraer	13(3)	13(8)	37(13)	168(67)	181(70)	350(98)	20(10)	25(14)	74(23)
Enstrom	*	3	3	*	44	45	*	5	9
Fairchild	5	11	4	36	67	73	6	18	10
Gates	8	13	6	84	118	103	13	24	21
Gulfstream	9	11	11	82	272	138	17	21	42
Israel	*	3	2	*	34	28	18	4	3
Lake	3	3	4	20	50	72	5	7	9
Lockheed	-	-	0	-	-	4	-	-	0
Maule	6	3	3	39	40	57	9	3	7
Mitsubishi	5	1	2	27	35	50	6	4	5
Mooney	17	20	27	168	316	312	31	45	54
Piper	83	142	226	941	2,334	2,768	165	308	438
Rockwell	0	1	7	2	37	133	0	3	17
Short	1	*	3	13	13	28	1	1	3
TOTALS	279	660	921	4,079	9,039	11,393	538	1,234	2,044

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.